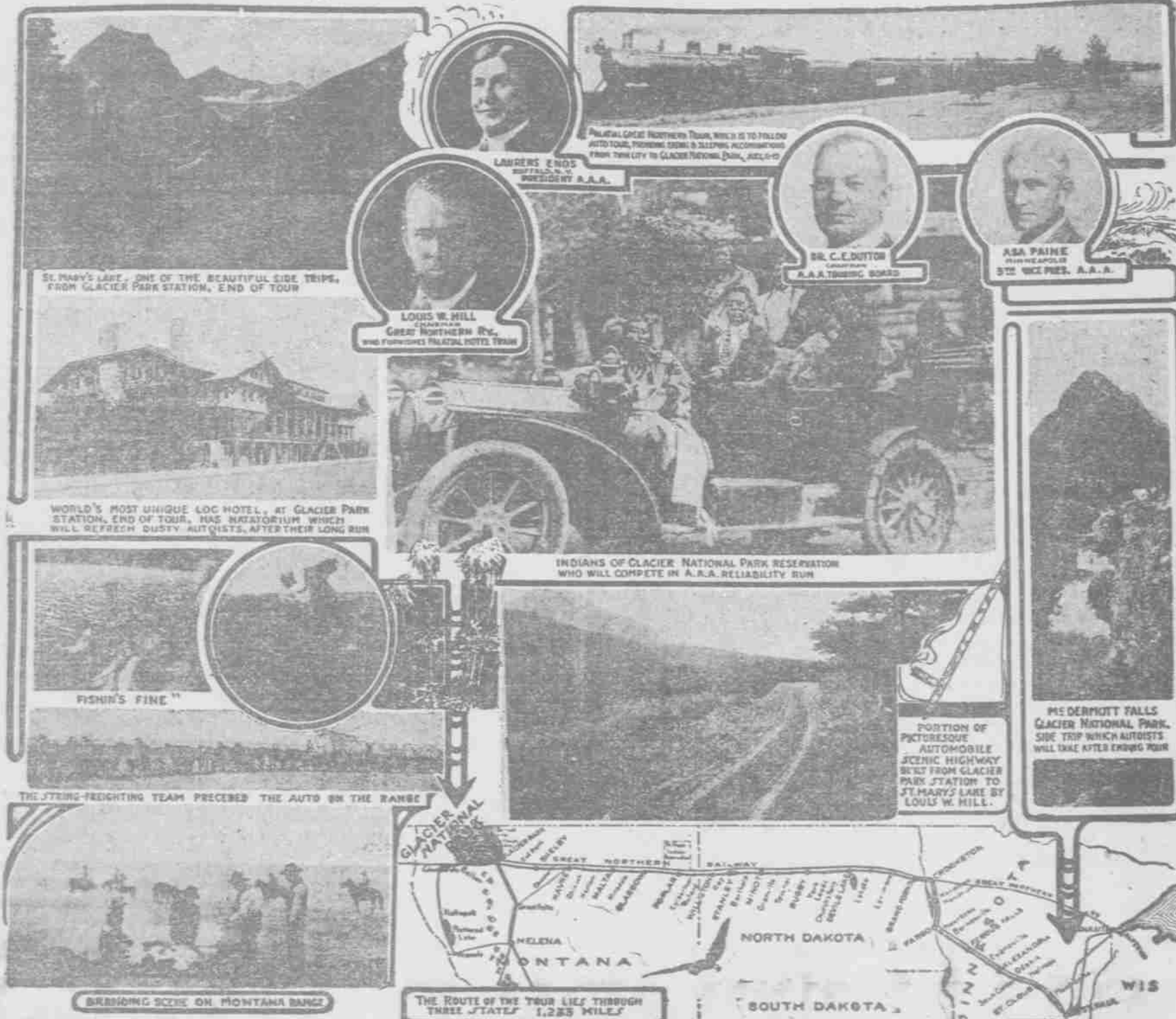




# ALONG AUTO ROW



## Indian Drivers Enter For Present Year's Reliability Run to Glacier National Park



### Mountains to Be Illuminated by Red Fire at End of Run; Special Hotel Train Accompanies Motorists.

MINNEAPOLIS, Minn., May 24.—Attention of automobilists throughout the United States already is focused upon the Twin City-Glacier park tour as the result of the entry of Long Time Sleep, a Blackfoot Indian of the Glacier National park reservation, Long Time Sleep's announcement that he would take part in the tour has stirred rivalry among the Sioux Indians of the Fort Peck reservation, eastern Montana, and Chief Horse's Ghost, of the Sioux nation, is making preparations to get one of the wealthy Indians of his tribe to enter a car. The Sioux, oldtime warpath enemies of the Blackfeet Indians, are determined the Blackfeet shall not be the only Indians in the contest, inas-

much as the route will take the motorists through the Sioux reservation for 100 miles. With the representatives of two Indian nations vying their ponies for the modern sport of taking part in a cross country motor car run, the contest between the red men and the pale faces ought to develop one of the most novel and interesting automobile events of the year. This is the first time an A. A. A. reliability run has gone to the Rocky mountains. Several thousand Indian troops will be pitched by the Indians of Montana in welcoming the autoists.

**Most Notable Tour.**

In many ways this year's American Automobile association's national reliability tour promises to be the most unique in history. The tour starts from Minneapolis, Minn., July 11 and ends July 19 at Glacier park station, the eastern gateway to Glacier National park. The distance covered will be 1225 miles, through three of the northernmost states, Minnesota, North Dakota and Montana.

One hundred automobiles are expected to start in the run and the entries will be from every section of the

United States, the southern, eastern, middle western, western and northwestern states each being represented. Minnesota, being located so near the starting point, will, of course, have the largest representation, but already autoists of the other sections of the country have shown keen interest in the novel run and entry blanks have been mailed to several who will take advantage of low tariff freight rates and ship their cars to Minneapolis for the start.

**Hotel on Wheels.**

In order to insure adequate eating and sleeping accommodations for the contestants in the tour, Louis W. Hill, chairman of the Great Northern railway, will equip a palatial hotel train which will run just ahead of the motorists, stopping at the noon controls so they can have access to the dining cars and parking at the night controls, so the automobilists will occupy the sleeping cars at night. The Indians will carry their own tepees and these, pitched along the right of way, near the hotel train at night, will lend picturesque interest to the tour. The hotel train will carry an auto-

mobile repair car, so that broken parts can be replaced without any great delay to the tourists. Besides a baggage car will be equipped for the publication of the first daily automobile paper ever printed on a train. Newspaper correspondents from various parts of the country who accompany the tour will contribute daily to this unique sheet. An engraving plant will be operated in connection, so that photographs reproduced en route.

**To Illuminate Mountains.**

Louis W. Hill, who has entered his own automobile in the tour, is planning to prepare a brilliant finish for the automobilists by illuminating the Rocky mountain range for their benefit the night of the finish. Here is how Mr. Hill proposes to have the tourists get their first glimpse of the roof of the continent:

He will have stationed on the mountain peaks along the picturesque Rocky range just back of the unique log hotel at Glacier park station, a score of men who, at a given signal, will touch off great pyramids of red, white and blue Roman fire. This illuminated panoramic mountain spectacle will be flashed upon the approaching motorists when the pilot car of the tour is crossing the Montana divide within 45 miles of the Rocky mountain range. This no doubt will be a memorable flash of light revealing of the seven wonders of the Switzerland of America. The itinerary follows, with the total mileage for each day:

**Itinerary of the Tour.**

Friday, July 11.—Leave Twin Cities, Minn., 8 a. m.; arrive St. Cloud, Minn., noon; arrive Alexandria, Minn., night; 144 miles.

Saturday, July 12.—Leave Alexandria, Minn., morning; arrive Fargo, N. D., noon; arrive Fargo, N. D., night; 125 miles.

Sunday, July 13.—Rest at Fargo, N. D.

Monday, July 14.—Leave Fargo, morning; arrive Grand Forks, N. D., noon; arrive Devils Lake, N. D., night; 134 miles.

Tuesday, July 15.—Leave Devils Lake, morning; arrive Rugby, N. D., noon; arrive Minot, N. D., night; 135.6 miles.

Wednesday, July 16.—Leave Minot, morning; arrive Stanley, noon; arrive Williston, N. D., night; 126.5 miles.

Thursday, July 17.—Leave Williston,

**WONDERS OF GLACIER NATIONAL PARK, MONT.**

It has 60 living glaciers. Two hundred and fifty lakes, clear as crystal. Sky line of mountain peaks, distinctly Alpine. Triple divide of Rockies shedding waters into the Pacific ocean, Hudson's bay and Gulf of Mexico. Park is larger than the state of Rhode Island. Park has gateways on both sides of Continental divide. Roof of the continent rises there, whence flows the Fountain of Youth which has quenched the thirst of many nonagenarian Indians now living. Gorgeous color work of nature garbs it in scenic beauty, which challenges artists to reproduce. Presents picturesque life of the American Indian in their tepee camps. Contains more Indian legend than any other area of 1400 square miles on the face of the globe. Nation's greatest natural game preserve. World's most unique hotel, built of cedar and fir logs five feet in diameter, is located in the park. It has 33 miles of the most picturesque scenic mountain automobile highway in the United States.

ton, morning; arrive Poplar, Mont., noon; arrive Glasgow, Mont., night; 162.5 miles.

Friday, July 18.—Leave Glasgow, morning; arrive Malta, Mont., noon; arrive Havre, Mont., night; 156.1 miles.

Saturday, July 19.—Leave Havre, morning; arrive Shelby, Mont., noon; arrive Glacier Park, Mont., night; 178.8 miles.

### MORE EXCITEMENT THAN DOG FIGHT

**First Car Into Bar Harbor When Ban Is Lifted, Creates Stir—Horse Resigned to New Condition.**

To the motorists accustomed to driving his automobile through the crowded cities every day and the pedestrian who is continually on the jump dodging motor cars, even to the farmer every few minutes passing machines on country roads, it seems as though by the present time there could not be many places in the world, much less in the United States, where an automobile would attract more attention than a dog fight!

But there are portions of this country where this is not true, although these sections are fast disappearing. The latest is Bar Harbor, Me. Until a few months ago, an act of the legislature barred automobiles from the resort. The ban was removed on March 15 last. The first car to reach Bar Harbor after the ban was lifted was shipped to C. Leslie Brewer, showing the interest aroused in the cars upon their arrival, an extract from an article which appeared in the Bar Harbor Record, is interesting. It is such an item as one would expect to find in the American press ten years ago, but now is read with surprise, being as follows: "Since the ban was lifted two weeks ago, there are probably 40 cars now in town, counting those that are owned, and those here for use of salaried demonstrators. The cars are running through the streets of the town and the horses seem to accept the situation with resignation and a quiet mind. Whenever a car passes 95 percent of the people on the street turn and look at it, and if a car stops they reason more interested is manifested than used to be shown by a dog fight. Many young Americans have seldom or never seen an automobile until now, and one little fellow under seven, asked if we were going to have trolleys and be a city."

### MOTORCYCLE NOTES.

Twenty-two members of the Springfield (Mass.) Motorcycle club recently made a century run to Albany and return. The return trip was made in just one hour and 10 minutes.

A motorcycle has been purchased for the use of the Chicago paving inspector.

A mail collector of San Jose, Cal., now uses a motorcycle and saves about three hours each day in making his collections.

Lacy Crollus, H. E. Jamieson and Louis Bauer, members of the Milwaukee Motorcycle club, have started on a 245-mile path-finding trip. These cyclists will map out a route for the club's three day tour which is to start on Memorial day.

Two park patrolmen of Seattle have been provided with motorcycles.

Paul and Kenneth Dickenson of Appleton, Wis., have added their names to the list of those who will tour Europe on motorcycles this summer. These boys expect to sail from New York on June 12.

"Spike" Kelly, the pugilist, is an enthusiastic motorcyclist.

V. L. Nicholson and John de Philippe, who are touring European countries on motorcycles, will make a side trip to Tunis, Algeria, where the motorcycle is as yet practically unknown.

The Allegheny (Pa.) Motorcycle club is planning a number of endurance runs for May.

Carl Potter, of Church Hill, Minn., rides his motorcycle to and from school, which is several miles distant from his home.

An automobile concern of Detroit has learned that the motorcycle can do some things even better than an automobile, and has installed a motorcycle on which a uniformed mechanic rides to the aid of automobilists in trouble.

Over hills, down valleys, and through sand, which makes up the greater part of the road between Cherokee, Okla., and Wichita, Ellwood C. Madden rode his motorcycle—completing the trip in five and one-half hours.

### AUTO SPRINKLER FOR CITY STREETS

Following the example of Paris and other large European cities, it is predicted that the street cleaning departments of most important American cities will soon have abandoned horses for the more efficient, economical and cleanly motor driven apparatus. Tested in the cities of St. Paul and Minneapolis, an auto "water wagon" performed in the same period of time, the same amount of duty that requires the services of six to eight horse drawn carts.

A galvanized steel tank holding 1,000 gallons is directly connected with the car's engine, which by means of centrifugal pumps, forces the water into distributing pipes and out through nozzles, adjustable to either flushing or sprinkling. A 60 foot street can be sprinkled or the sweep of the water can be reduced to 25, 40 or 20 feet. It can be instantly shut off on either or both sides. All operating adjustments are made by levers controlled by the driver.

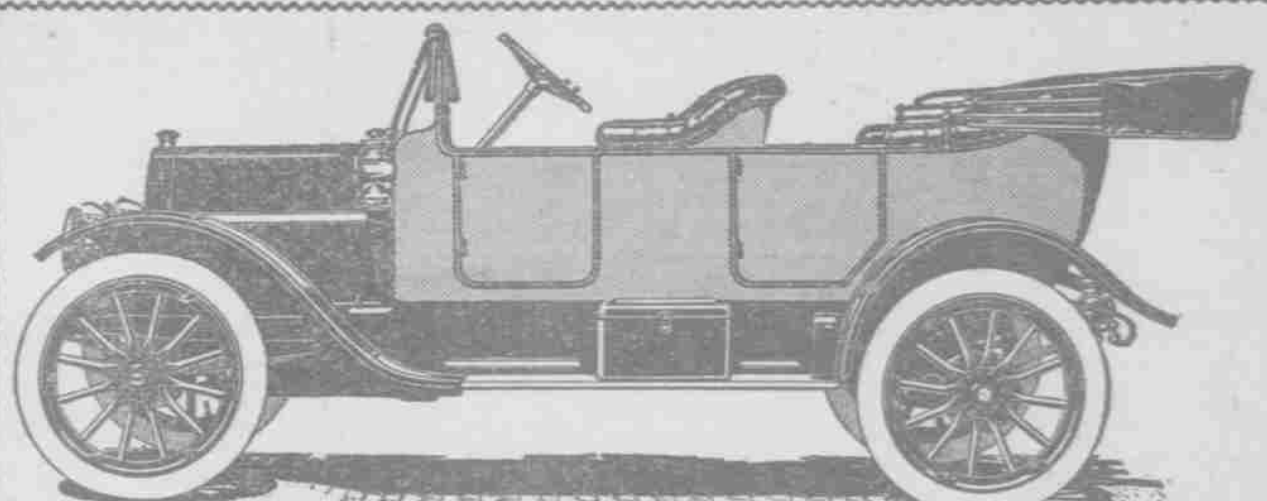
The new apparatus carries 250 more gallons than the largest horse drawn water cart. It will sprinkle 7 to 5 city blocks without reloading, and easily covers 8 to 9 miles an hour in residence districts and 6 to 7 miles an hour in business sections. It will flush 3 1/2 blocks with a single charge. One of its severest tests was on the steepest street hill in St. Paul, which it made without difficulty and performed its work perfectly.

### REALLY, SOME GIRLS DON'T APPRECIATE REAL SPEED

A young El Pasoan with a new car, took his best girl out the other day and broke the speed records, only to be "flashbacked" by his sweetheart's comment. They were driving down the county road and faster and faster he made the new machine go, expecting and hoping each minute to hear his fair partner urge him to slow down, before Billy Davis came in sight. But none of it for her.

After he had "hit it up" to a speed of 65 miles an hour, he smiled to himself at his performance. Then he came to a halt. His chest was somewhat expanded while waiting for her comment, but his smile fell flat when she calmly queried:

"Is that the best you can get out of that car?"



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Full Elliptic Springs—No Easier Riding Car is Built.

### Long Stroke Motor Wonderful Power Let Us Show You

If you are figuring on investing \$1000.00 to \$1200.00 in a new car, it will pay you to investigate this new Studebaker "25" and save the difference in price, and still have as good a car.

To those who think they may put a couple of thousand in a new car, we invite and urge you to investigate the 1913 Studebaker "35" seven passenger car, with electric self-starter, electric lights, and all other up-to-the-minute equipment all for \$1365.00 at El Paso. Can make immediate delivery now of "35" cars.

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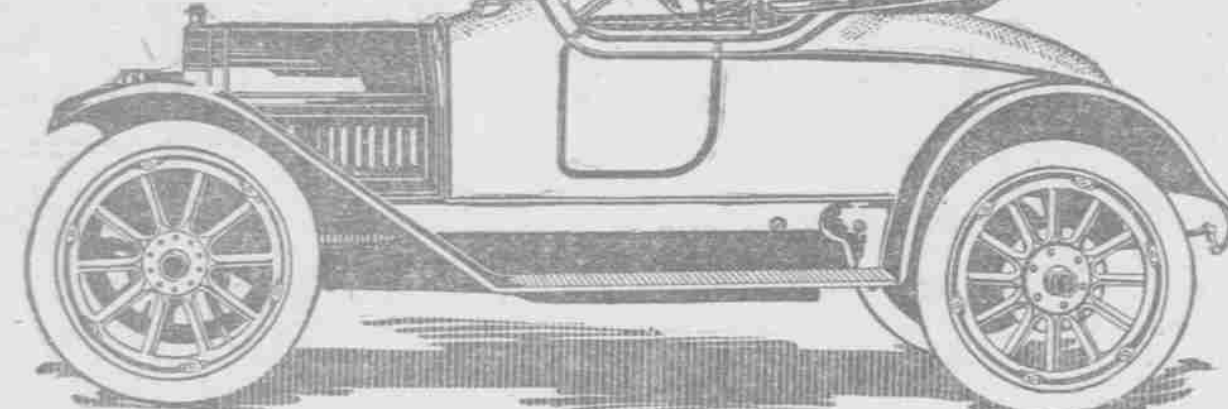
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### A Big Classy Roadster \$1600.00

This is one of the very best of the high class Roadsters of the season. Style in every line, comfortable, roomy seats with plenty of foot room. Here's a car that you will be proud to drive anywhere. And it will give the usual perfect Cartercar service. The gearless transmission gives unlimited speeds—one lever control—prevents jerks and jars and affords power to climb 50 percent grades. In fact, a Cartercar will travel any roads over which you may wish to go, and every day, too. It is practically trouble-proof. A Cartercar is strong in the transmission—just where the ordinary car is weak. Then there is another valuable feature of the transmission. In preventing jerks and jars it eliminates the cause of most of the wear on tires. Tires on a Cartercar will give nearly twice the usual mileage. This is something worth while thinking about.

All Cartercars are equipped with a splendid electric starting and lighting system—the Jesco. Both the lights and the cranking are controlled by simply pushing down or turning a small knob at the left of the driver's seat. There are four excellent models—the 5-passenger Touring Car at \$1700 also being an especially good value.

Ask to see them—to ride in them.

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